



National Transportation Safety Board Aviation Accident Final Report

Location:	HOUSTON, TX	Accident Number:	FTW93LA019
Date & Time:	10/21/1992, 1123 CDT	Registration:	XAAMF
Aircraft:	MCDONNELL DOUGLAS DC-9-32	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 29 None
Flight Conducted Under:	Part 129: Foreign		

Analysis

THE AIRPLANE HAD BEEN PUSHED BACK FROM THE GATE AND WAS TAXIING OUT OF THE RAMP AREA ON THE TAXI LINE TO ITS ASSIGNED TAXIWAY WHEN IT WAS STRUCK BY A MOTOR GRADER. THE MOTOR GRADER OPERATOR DID NOT STOP PRIOR TO ENTERING THE RAMP AREA AND WAS NOT IN A VEHICLE LANE AT THE TIME OF THE COLLISION. THE MOTOR GRADER STRUCK AND LODGED ON ITS SIDE UNDER THE LEFT WING. THERE WAS REDUCED VISIBILITY DUE TO FOG AT THE AIRPORT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
THE VEHICLE OPERATOR'S FAILURE TO MAINTAIN AN ADEQUATE VISUAL LOOKOUT.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. OBJECT - VEHICLE
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - DRIVER OF VEHICLE

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	37, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/25/1992
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	7500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MCDONNELL DOUGLAS	Registration:	XAAMF
Model/Series:	DC-9-32 DC-9-32	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	109
Date/Type of Last Inspection:	02/07/1987, AAIP	Certified Max Gross Wt.:	108000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	34120 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	JT8D-17
Registered Owner:	AEROVIA DE MEXICO	Rated Power:	16000 lbs
Operator:	AEROVIA DE MEXICO	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	AERO MEXICO	Operator Designator Code:	AM

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(IAH)	Type of Flight Plan Filed:	IFR
Destination:	CANCUN, MX (MCUN)	Type of Clearance:	IFR
Departure Time:	1115 CDT	Type of Airspace:	Class B

Airport Information

Airport:	INTERCONTINENTAL (IAH)	Runway Surface Type:	Concrete
Airport Elevation:	98 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	5 None	Aircraft Damage:	Substantial
Passenger Injuries:	24 None	Aircraft Fire:	None
Ground Injuries:	1 Minor	Aircraft Explosion:	None
Total Injuries:	1 Minor, 29 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Warren V Wandel	Report Date:	06/30/1993
Additional Participating Persons:	JIM HOWARD; HOUSTON, TX		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).